

Auto Maps and Logs Are Now Complete to Yellowstone

DETAILED ROUTE FROM ST. ANTHONY TO PARK

By W. D. Rishel

Uden's Elk Ranch to St. Anthony Log. 44.4 Miles.

(Set speedometer at zero; figures show mileage.)

0.0 Uden's Elk Ranch. Set speedometer at zero at ranch house. Go through gate, take left road; enter main highway at 1. turn left. 6 forks, keep to right. 1.8 forks, keep to left and cross Buffalo river. After crossing forks, keep to right. (Left fork goes to Island Park station.) 3.8 forks, keep to right. 4.4 road comes in from left. 5. road comes in from Island Park station on left. 6.2 Ripley's. 8.7 forks, keep straight ahead. (Right fork around pole fence goes to Railroad ranch, a mile away.) 8.9 forks, keep to right. (Road to left straight ahead goes to Harriman ranch, a mile away.) 9.7 watch for bad rocks in road.

10.2 Snake River Bridge. Altitude 6200. Look at water here, long pull ahead. 10.4 forks, keep to left. (Road to right goes to Railroad ranch.) 12.8 Porter ranch, public phone here. 13.5 forks, keep to right. (Left road goes to Snake River falls, about four miles.) 14.6 high centers. 15.8 forks, keep to right. (Left goes to Ashton, about twenty-two miles.) 17.7 road comes in from left. 19.4 forks, keep to right. (Left fork goes to St. Anthony by another route, also past water hole described in route going north. Last chance to get water before making climb ahead.) Start up heavy grade.

20.5 Summit. Now leaving Island Park behind. Good view from here. Watch for rough spots going down. 22.8 water, dim road going off to right goes to Spring creek, one-quarter mile away. 23. forks, keep to left. 23.3 general forks, take left-hand road and follow telephone poles one hundred yards off to your left. 23.9 forks at bottom of hill, keep to right and follow poles now on your right. 24.5 forks, keep to right up over hill. 24.8 road comes in from left. 25.4 forks, keep to right, meet again at 25.6. 25.8 leave national forest reserve, 29.6 road comes in from right. 29.9 cross creek.

30.5 Ora. Ward meeting house on right. 30.8. (Road from Ashton comes in from left.) Keep straight ahead. 31.1 right angle turn. 31.3 left angle turn. 32.1 turn left and cross Snake river. 33.1 (Church and school house half mile to left.) Keep straight ahead. 33.6 (Road from Ashton comes in from left.) 34.1 (Another road comes in from Ashton from left.) 34.7 left angle turn. 35.2 right angle turn. 35.9 cross Fall river. 36.5 right angle turn. 36.8 left angle turn.

37.4 Chester. School house. 37.5 cross roads, turn right. 38.7 left angle turn, river straight ahead. 39.9 right angle turn. 40.3 turn right toward river. 40.5 cross river bridge. 40.6 turn left. 41.3 left angle turn. 41.4 right angle turn. 43.5 cross canal on entering St. Anthony and go straight ahead. 44.2 turn left into main street and at

44.4 St. Anthony. Riverside hotel, Studebaker's on right.

Uden's Elk Ranch to Yellowstone—28.6 Miles.

(Set speedometer at zero. Figures show mileage.)

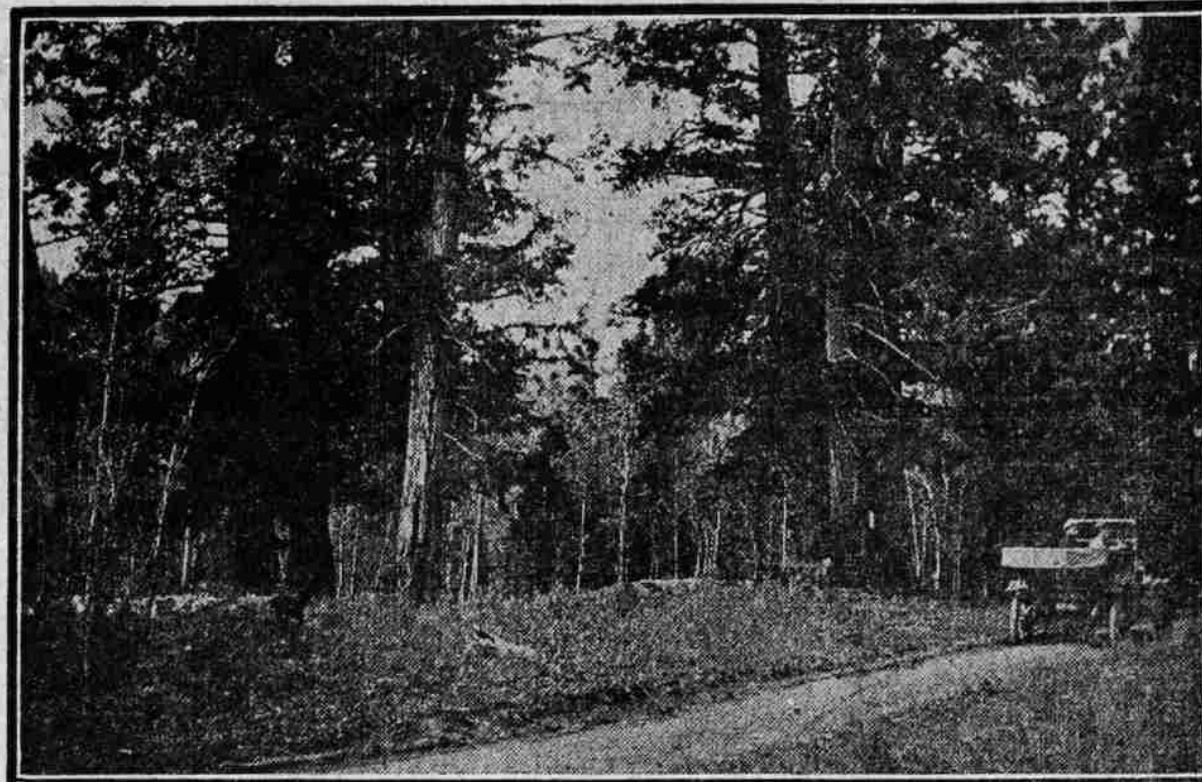
0.0 Uden's Elk Ranch. Go to gate, set speedometer and turn right immediately, and at 1. strike main road going past resort. 5 forks. Keep right with telephone poles. (Road to left leads to Trudes, and at 7 road comes in again from Trudes to main road.) 1.1 forks. Go straight ahead. (Road to right angle leads to Trude station on railroad about a mile away. 1.4 (Road comes in on right from Trude railroad station.) 2.4 bad dirt high centers. 2.8 top of

hill. 3.2 forks. Keep to left with poles. (Road to right leads to Big Springs, about five miles.) 3.6 forks. Take either road, meet again. 3.8 tree stump, high center. 4.3 bad mud hole. 4.3 forks. Go to right. (Left fork leads down Snake river opposite Flat Rock club house.)

4.5 Snake River. Cross bridge. Road forks three ways. Take upper road to left going up steep hill. 22 per cent grade. (Lower left hand fork following river bank goes to Flat Rock club a mile away. Road to right going up river leads to North Fork club about a mile away.) 4.8 mud hole. 5.1 short steep hill. 6.2 start across inner lake flats. (Sawtell mountain peak off to left.) 6.7 good roads, open throttle. 8.7 forks. Keep to right. (Road to left leads to outlet of Henry's lake and on to Red Rock.) 9.5 forks. Keep to left. 10.3 forks. Go to right under poles over new road over new bridge over creek at 10.6. (Main road to left is same road, but bridge over creek has been washed away.) Just after crossing creek roads fork but keep to left. 11. open throttle and beat it. 13.3 (Road comes in from right from Big Springs.) 13.4 forks, keep to right. (Fork to left leads to Henry's lake.) Lake off to left about two miles. 13.6 (Road comes in from Henry's lake from left.)

13.8 Main Forks. George Garner's ranch. (Note: Two routes to the park from here. One goes to right and other to left up through Targhee pass and roads come together again about three miles further on. Road to left is also direct route, going up, to lake, Salisbury's ranch, Salt Lake club and Elk lodge.) To take right hand road here, go through stable yard, up through grove of trees. 14. Log cabin on right. 14.3 old saw mill on left. Look at water here. Long hill ahead. 14.9 high centers. 15.6 cross little creek. 16. (Road through Targhee pass described at Garner's ranch comes in here from left.) 16.2 forks. Keep to left. 16.7 top of hill. 17.2 good water here on right.

17.4 Hold-Up Grounds. (Big pine trees on right was favorite spot



"Hold-up Point." Near the Idaho-Montana State Line on The Tribune E-M-F Route to Yellowstone. This Was a Favorite Spot for Stage Robbers Before the Advent of the Railroad. The Robbers Were Able to Conceal Themselves Behind the Large Trees Seen in the Photo Until the Stage Came Opposite Them. Steep Hills on Both Sides Makes It Impossible for the Stage Driver to Run Away. From This Point the Robbers Could Escape Into Three Different States Without Much Loss of Time.

for hold-ups when stage ran into National park.)

18.3 Continental Divide. Altitude 7050 feet. Idaho-Montana state line. 19.7 going down Dead Woman's hill. (Woman killed here on runaway stage.) 19.9 ranch. 20.4 forks. Keep to right. 22.6 keep to left. (Road to right goes to Spear's ranch.) 23.1 cross south fork of Madison river. 23.9 (Road comes in from Spear's ranch.) 25.6 forks. Keep to left. (From here in are many forks, all lead to Yellowstone. Keep with main traveled roads as much as possible.)

28.6 Yellowstone. Altitude 6750. Railroad depot, gas, oil, hotel and general stores.

Yellowstone to Uden's Ranch. (Note: On the return trip Pathfinder made side trips to all resorts between park and Uden's and completed log into each of them. Speedometer mileage will therefore include these side trips, and the necessary allowance should be made if these trips are not taken.)

0.0 Yellowstone. Railroad depot. Go west with depot on left and at 1 turn left. Follow main traveled road winding in and out, and at 4.8 forks, keep to right. (Left goes to Spear's.) 5.1 forks. Keep to left. (Right goes to Madison dam.) 5.5 cross Madison river. 6.1 road comes in from Spear's on left. 6.2 leave timber. 6.8 forks. Keep to left. (Road to right

leads down Madison valley.) 8.3 forks. Keep to left. (Right road goes to Grayling post-office.) Start climbing for divide here.

10.4 Continental Divide. Idaho-Montana state line. 11.3 hold-up grounds. 12.6 forks. (Road to left is one taken on the up trip

St. Anthony. To reach North Fork club, turn left up river, follow bank to 32.6 forks, take right hand road and at

32.9 North Fork Club. Turn around, back down the river to bridge. To reach Flat Rock club, continue on straight down



Front Wheels in Idaho. Rear Wheels in Montana. On The Tribune Automobile Map to Yellowstone Park.

to the park.) Take right fork through Targhee pass. 14.2 Ed Jones's ranch. 14.3 main forks. (Road to left main road for St. Anthony.) For Henry lake points go to right. 14.4 forks. Keep to right. (Road to left goes to Staley's ranch.) 16. Salisbury's ranch (Rockland). 16.4 red school house.

16.6 Salt Lake Club. Keep to right. Go straight ahead to

17.1 Lake Postoffice. Gas, oil, hotel and summer resort. Keep straight ahead to

17.8 Elk Lodge. Bill Bower's ranch. Altitude 6550. Hotel. Turn around and go back over same road. (Note: To reach Alaska-basin and Red Rock canyon, good fishing grounds, go on straight ahead from here.) 21.4 back on main road to St. Anthony, pole fence on right.

22.4 Garner's Ranch. Turn right on main road to St. Anthony. (Road to Yellowstone taken on up trip comes in here.) 22.6 forks. Keep straight ahead here, with pole line. 23. forks. Keep to right. Telephone poles seem to leave the road here, going away off to the left, but at 23.8 poles come back to main road again. 25.7 cross creek. 27.5 road comes in from right. 29.5 forks. Keep right hand road. (Four-foot post off to right of road. Road to left is cut-off from Yellowstone to Big Springs and one wishing to reach Big Springs direct from Yellowstone should take this road, about eight miles.) 30. Watch for stumps. 31.4 bad mud hole.

31.8 Snake River Bridge, general forks. Altitude 6400. Go straight ahead over bridge for

river from bridge with river on left, and at

35.1 Flat Rock Club. Turn around and go back over same road, and at

36.1 Snake River Bridge, again cross bridge on main road to St. Anthony. 37.4 road comes in from sharp left. (Main road to Uden's and St. Anthony goes straight ahead.) To Big Springs turn around and go back toward river over this fork that comes in from left. 37.7 short, sharp hill. 38.4 forks, keep to right. 38.8 road comes in from left. Same at 39.9 and 40. At 40.2 cross railroad. Road comes in here from right. 40.8 forks, either will do.

42.6 Big Springs. Altitude 4450. Hotel. Turn around and go back over same road and at

43.4 Cross Roads. Keep straight ahead. (Either will do.) Railroad now on your right. 44.6 cross creek. 45 cross railroad and keep road to right. 46.5 forks. Turn left up hill. 46.9 road comes in from right. 47.4 short, steep hill.

47.9 Main Road again. Keep straight ahead with poles. 49.7 forks. Keep to right. (Left road leads to Trudes railroad station.) 50 (Road from Trude station comes in on left.) 50.4 between two poles, forks. Keep to left. (Road to right goes to Trudes's ranch, about six miles.) 50.5 two poles. Keep to left. Road comes in from Trudes from right.) 51. turn left off main road into

51.1 Uden's Elk Ranch. Hotel.

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LATEST DEVICE TO GIVE MORE POWER

Attachment to Do Away With Carbon Residue Saves the Wear on Cylinders.

One of the oldest oil refiners, in discussing the best kind of oil for automobiles, says that the prevailing sentiment of lubrication experts favors the use of the heavier bodied oils.

It is recognized that perfect lubrication is most essential in prolonging the life of the motor and maintaining its highest efficiency, and that light bodied oils for cylinder use are incapable of perfect lubrication. There seems to be two elements remaining from oils after combustion, one being a lubricating residue and the other, what is misnamed carbon residue. The chief objection, so oil refiners say, in using a light bodied oil is that by reason of its light body, it becomes entirely consumed by the explosion and its entire residue is blown out, leaving no lubricating residue at all within the cylinders.

With the heavy bodied oils, no such entire consuming results from the explosion, and sufficient lubricating residue always remains in the cylinders. The slight increase of the so-called carbon residue that might result from use of heavy bodied oils is more than offset by their greater lubricating efficiency.

Experience has shown that the use of heavier oils means wear and longer life to the motor, more compression, and consequently more power. To keep the cylinders free and clean from all carbon residue experts today recommend the insertion of a speedo in the intake manifold. This can be easily done by any garage mechanic, and the speedo will easily and quickly remove all carbon residue. The speedo will also increase the power of the motor and effect a saving of gasoline, as it breaks up under spray each particle of gas after leaving the carburetor and injects additional air automatically.

PLEASED TOURISTS USE MAPS AND LOGS

Missouri Man Shown That E-M-F Pathfinder Is Doing Good Work.

That The Tribune automobile routes are rapidly becoming accepted as official, is shown by the constantly increasing demand for back numbers of the papers containing these maps and routes. During the week J. W. Canaday and son came into Salt Lake from the east over The Tribune route from Evanston to Echo and Echo to Salt Lake via Parley's canyon. While in the city the party secured copies of the map to Yellowstone park, and left Friday for that place.

Mr. Canaday and son are from St. Joseph, Mo., on a general western tour for pleasure. "Our inability to get correct routings is our greatest trouble," said Mr. Canaday. "Frequently we go wrong, losing much time and covering many miles of unnecessary roads. I have found your Tribune routes the best we have yet secured, where we could secure any at all, and I want to tell you we appreciate it. From here to Yellowstone we will follow it to a letter, and will tell our friends about it when we get home."

Another party, consisting of J. W. Duffin, J. E. Brigham and C. Cole of Detroit, Mich., picked up the route at Pocatello, and followed it to St. Anthony, Ida., the past week. On arriving at the latter place they informed the Pathfinder reporter by letter that the route was perfect in every detail, and saved them considerable trouble in keeping on the right road.

45 MINUTES TO OGDEN Via Oregon Short Line. New motor cars leave Salt Lake at 9 a. m., 1:30 p. m. and 6 p. m. Very low fares on these trains, which are smooth running, clean and comfortable. Double track between Salt Lake and Ogden.

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TRIBUNE PUBLISHING FIRST MAP TO

Opens New Roads for Automobileists; Towns Along Road Boosting for Tourists.

Automobile tourists are now first complete automobile map ever published into the Yellowstone park. This log and map give every detail of the roads having been in The Tribune for the past weeks, and are completed in the morning. In opening up this route, the first taken into the heart of the great America's greatest hunting and fishing sort. It takes the tourist to the trade of America's greatest automobile park, the Yellowstone, and if successful, it will be a time until automobiles are ready made, although several cars have already made the trip, it was supposed to be impossible for a tourist to make.

The ease with which the trip can be made, the fact that the selected route is practical, and the demand for copies of the map, containing this route, many already contemplating the trip, would not be surprising if the journey northward next summer is generally conceded by the automobile bodies of the cities and towns through which this route passes. The route is so extensive that many courtesies extended the way while doing the work.

Beginning next week The Tribune will start publishing the route from Salt Lake to Fish Lake in Idaho. This will give the owner full instructions for a tour with his car. While the rule, are duty at present, will put them in line shape, the coming autumn weather and to this resort will be ideal.

Tribune Automobile Touring Bureau

Information regarding automobile routes through the intermountain region furnished by this department. Routes and maps have been prepared as follows:

Aug. 6—Salt Lake to Echo, Echo to Evanston, Evanston to Ogden. Aug. 13—Salt Lake to Ogden, Ogden to Salt Lake, Huntsville to Ogden, Ogden to Huntsville. Aug. 20—Salt Lake to Blackfoot, Blackfoot to Salt Lake, Heber to Salt Lake, Salt Lake to Heber. Aug. 27—Ogden to Brigham, Brigham to Ogden, Brigham to Malad, Malad to Brigham. Sep. 3—Malad to Pocatello, Pocatello to Malad, Pocatello to Blackfoot, Blackfoot to Pocatello. Sep. 10—Blackfoot to Idaho Falls, Idaho Falls to Blackfoot, Idaho Falls to St. Anthony, St. Anthony to Idaho Falls, St. Anthony to Uden's.

IOWA SWEEPSTAKES GOES TO CADILLAC

The car that had the highest and won the most prizes in the Glidden tour in Iowa was a touring car, driven by D. S. K. the owner. This car had a score in the technical class, which is the real test of a car's reliability. Thus the Cadillac won the technical class, and the sweepstakes because it was the only car to show perfect scores on the technical class. In addition to these, Mr. K. also won the owners' prize. In the New Zealand reliability a Cadillac was the only car to non-stop run in the open class, first prize and a gold medal. Private owners' division, another Cadillac was awarded a gold medal having made a non-stop run. It had been driven 60,000 miles entering the contest.

Two Sharman Managers. Sam Sharman, manager of the man Auto company, has announced that Harry Lindell will have charge of the Sharman company branch at Ogden and that Carl C. Snodgrass, who has been in charge of the Sharman interests in Reno, will be in charge of the branch at Salt Lake.